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(Telephone No. 60.)

Hongkong, 4th March, 1889.

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BUSINESS ADDRESSES:

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THE BOTICA INGLESA, MANILA.

THE HONGKONG DISPENSARY, HANKOW.

THE DISPENSARY, FOCHOW.

THE CANTON DISPENSARY, CANTON.

Hongkong, 18th January, 1889.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 8, 1889.

In publishing the details of Mr. CHATEL's proposed reclamation of the Praya foreshore on the 3rd of August, 1887, we ventured to express the opinion that if ever the scheme were carried out, it would be by private enterprise and on similar lines to those submitted to the Hongkong Government by its projector. And in July last, after this important undertaking had received the conditional assent of the local Executive, we very plainly asserted that the carrying out of the work might safely be regarded as an accomplished fact, feeling assured that Her Majesty's Government, with the whole of the facts before them, could only arrive at one decision. How well founded were our anticipations was conclusively shown at the final meeting of marine lot-holders, held at the City Hall on Wednesday last, when Mr. CHATEL was in a position to announce that his original proposals for engineering this gigantic work had, with one or two minor modifications, received the sanction of the Secretary of State and had also been approved of by His Excellency the Governor and the Executive Council.

At the same meeting it was unanimously resolved that the slightly-amended conditions be accepted, and that the Government be authorised to proceed with the work without delay, the marine lot-holders undertaking to forthwith find the necessary funds.

All obstacles to the speedy accomplishment of this great project having thus been swept aside, we may be excused for indulging in a little self-congratulation at the position we have consistently maintained in advocating the claims of Mr. CHATEL and the marine lot-holders generally to whatever financial or other advantages may be expected to accrue as the result of their perspicacity and enterprise. The inception of the scheme is entirely due to Mr. CHATEL, and it is clearly apparent that but for his influence, ability, and indomitable perseverance the Praya reclamation, like numerous other local ventures, would have been quietly shelved for many years to come. Under these circumstances we have never been able to understand, for what tangible reason a certain section of the local press has lost no opportunity of virulently attacking the promoters' bona fides, of striving to create a factious opposition to the marine lot-holders, and throwing cold water on the scheme generally. It is, however, eminently satisfactory to know

that these apparently anything-but-disinterested attempts to throw difficulties in the way of a great sanitary and commercial reform have most ignominiously failed, and that the would-be obstructionists have been left to chew the cud of their own bitter and humiliating reflections.

To any person whose vision is not warped by self-interest, dense ignorance, or petty spite, nothing could possibly be clearer than the absolute certainty that this reclamation of the Praya foreshore will prove an invaluable boon to the entire colony. Briefly stated, it will improve the general health, provide suitable residences, offices, and warehouses at reasonable rents, greatly facilitate the shipping business of the port by allowing vessels to lie alongside a line of wharves extending from the Hongkong & Shanghai Bank to the Gas Works, and permit a tramway line to effectively bring the eastern and western districts within easy reach of the centre of the town, thus opening up building sites in the vicinity of Causeway Bay, and along the Shan-kiwan Road. It must also lead to a further extension of the Praya by the Government from Murray Wharf in an almost direct line to Whitefield Station, clearing away the present unhealthy district, along the Wanchai foreshore, and opening the gate to numerous improvements, which have long been recognised.

TELEGRAMS.

(Reuter.)

THE KING OF THE NETHERLANDS.

LONDON, March 6th.

Symptoms of blood poisoning cause anxiety regarding the King, but no immediate danger is anticipated.

PRINCE MILAN.

Prince Milan is ill and expected to abdicate.

(From the *Courrier d'Haiphong*)

THE FRENCH BUDGET.

PARIS, February 17th.

The Budget Committee of 1889 have elected M. Jules Roche as President.

LOCAL AND GENERAL.

We note the arrival of the Marquis de Mores, the French explorer in Tonquin, by the steamship *Clara* from Haiphong.

The agents (Messrs. Gibb, Livingston & Co.) inform us that the "Ben" Line steamer *Benary* left Singapore yesterday afternoon for this port.

THE O. S. Coy's steamers *Titan* and *Nestor*, from Liverpool, left Singapore to-day and are due here on the 15th inst. The *Hector* will sail at daylight to-morrow, and the *Tain* at 3 p.m. on the 10th inst.

A "PICK UP." Cricket match will be commenced at 11 a.m. to-morrow if there are a sufficient number of names in the lists, which are now lying in the Cricket Pavilion and in the Hongkong Club.

We beg to remind our readers of the Polo Club Races, which will be held to-morrow afternoon on the Race-course. The first event is set for 2.45 p.m., and the Club of Seals will be at his post at 2.15 p.m. Colonel Forbes-Robertson and the Officers of the Argyll and Sutherland Highlanders have kindly permitted their Band to attend.

The town of Pisa has become bankrupt. The *Rialto*, in referring to the matter, says that an Italian banking house proposes to put a man in possession of the Hotel de Ville. To avert this, a genius in an Italian paper suggests a lottery with the Leaning Tower as the first prize. An insolvent town with a man in possession would certainly be a novelty.

AN impudent case of theft occurred this morning at Bowington. Two Annamese priests were going with an interpreter to the lost-house when two youths ran past, snatched the priests' turbans, and went off in opposite directions. One of them was caught, however, and Mr. Pollock sentenced him to four days' imprisonment and ten strokes of the rattan.

THE following gruesome advertisement recently appeared in a Glasgow paper: "James Hodges continues to sell burying crapes ready made, and his wife's niece dresses dead corpses at as cheap a rate as was formerly done by her aunt, having not only been educated by her, but perfected in Edinburgh, from whence she has lately arrived with all the newest and best fashions for the dead."

It is said that Baron Roggenbach, the friend of Frederick III. and of Professor Geffcken, is weary of life in the Fatherland such as it appears to him under the present circumstances, and is going to emigrate to Switzerland, where he has bought an estate near gay and sunny Zurich. There is a rumour that Dr. Geffcken is going to follow his example, and shake the dust of Germany from his shoes for ever.

MADAME KORFF and Mlle. Maillard propose giving a final concert in the City Hall on or about Wednesday next, on which occasion, we believe, these clever *Artistes* will be assisted by amateur talent. Further particulars will be shortly announced, and we venture to hope that these deserving ladies, whose season has been the reverse of a prosperous one, will receive substantial support from the music-loving public.

A STORY has lately been going the rounds at home which has a favorite and pretty actress as its heroine. A young officer, the son of a well-known general, became infatuated with her. The general, on hearing of it, sent a trusted emissary to the lady, to import her to break off the relations, and at the same time to tender her a blank cheque, which she could fill in to any amount. The lady's reply was to throw the cheque into the fire, to declare indignantly that she was not to be bought off, but that if it were for her lover's good she would give him up, and to burst into tears. Give him up she did, too, and the couple have never met since. We do not know what became of the young officer—perhaps he "went to the wars" in the hopes of having his miserable existence honourably ended—but the lady very soon consoled herself with another flame, who, however, has since given her up.

THE British surveying vessel *Rambler*, Commander W. A. Moore, left yesterday for Shanghai.

THE *Northern Territory Times* says:—Owing to the decision arrived at by the Eastern and Australian Steamship Company and the China Navigation Company to raise the fares for Chinese passengers from Port Darwin to Hongkong from £8, a meeting of Chinese residents at Port Darwin was held, at which it was decided not to allow Chinese to travel by vessels owned by the offending companies.

We note that to-morrow afternoon and evening the last performances of Webb's Marionettes will be given. A new and much improved programme is being presented, and the audiences, although small, have shown undisguised pleasure in the entertainment. The figures are worked in a really wonderful way, and we recommend those people who think Marionettes are only fit for children, to go and see them—they are well worth it.

WILL a few of our local officials who have been "on the job" kindly stand back and listen! The new Turkish Censor of the Press has recently issued a circular to the editors of papers under his control. Article 5 says:—"Avid personalities. If any body comes and tells you a Governor or any other high official has been guilty of embezzlement, maladministration, or any other blame-worthy conduct, treat the charges as unproved, and say nothing about it. We prefer to add nothing to this, although we could easily point a significant moral. But the Law of Libel is a most uncertain element, and we really don't wish to make anybody unhappy."

MR. Gladstone has written for the editor of the *Nineteenth Century* an informal review of a novel called "Divorce," by an American lady named Margaret Lee. He remarks that "The present social life of America offers at all points a profoundly important field of observation, towards which European eyes have hardly yet begun to be turned. This social life, if it does not already embrace the largest province of the entire social life of civilized man, will shortly embrace not the largest only, but the largest beyond all comparison, and will form in constantly growing proportions, a telling element in the general condition of Christendom, and even of humanity at large."

SAYS the *Sarawak Gazette*:—"With the N.E. monsoon junks from China are beginning to arrive at Kuching bringing down cargoes of salt, and coolies who of their own accord leave their native land to try their luck in a foreign country. The life of a coolie in his own country is a constant struggle for bare subsistence, so that no wonder he is venturesome enough to sail at the worst season of the year, a vessel laden with salt, with cargo, the deck itself thickly packed with a living freight. He cannot possibly exchange his position, for a worse one and eagerly listens to the words of a compatriot telling of a land of promise across the seas, who having previously made the trip himself and returned safely to China is anxious to get together as many as possible of his kind, who when delivered safely in Sarawak bring to himself a good commission. The men thus arriving are engaged by employers for work on plantations or in sugarcultures even before the anchor of the junk bringing them has been let go, and are of a much better physique than coolies engaged in the regular way in Singapore."

We seldom have the pleasure of perusing that high-class literary and scientific production which sees the light of day every week in the neighbouring colony of Macao and is especially written for the ultra-religious Lusitanians of the Far East. The plea of Portuguese clericalism, coming from St. Joseph's Seminary, who are said to be "running" the *Voz do Oriente* deserve credit for the able manner in which they conduct their journal for their refined language and the courtesy they use towards their opponents in the journalistic arena. We have certainly much to learn from Portuguese clerical newspapers in the way of controversy, although the style they employ in their polemics is neither new, nor original. Visitors to a certain market in London, or to the quarters inhabited by the sampan-women in classic Macao, are soon initiated into the beautiful and rhetorical adornments of that language which is said to be awfully expressive of human feelings because it comes direct from the heart. The writers of the *Voz do Oriente* must have taken valuable lessons from the sampan female sisterhood of the Holy City—and we all know the strong affinity that exists between the two classes—to be able to shine so prominently in obnoxious controversy and in soul-stirring personal abuse as they now do. We have often to comment on the news which occasionally reaches us from the shores of the Holy City, and as the public affairs of that colony are anything but a credit to the Government that rules over it, or to the people who are ruled, we have frequently expressed opinions and ideas antagonistic to the system of administration prevailing in that degenerate dependence of the Portuguese Crown, and have criticised the shady acts of many of its public functionaries and have not spared its man of authority. The Libon press have generally adopted the same line as we have followed, having often surpassed us in their warm invective against and merciless incrimination of those public men of Macao whose shameful deeds certainly deserved the lash of the public censure. The Macao *Voz do Oriente* blames us for the trouble we have taken in reporting and commenting on Macaoese affairs; our contemporary says we write of Macao only to satisfy a morbid taste for scandal and gossip, and that we do so with this avowed intention, to do harm to the colony, and should say, ascends—to the level of personalities, and indulges in its usual litany of vituperation against the person or persons whom it accuses to entertain feelings of animosity against the Holy City, and to have the courage to give vent to such feelings in the columns of the public press. It is needless to say that our friends, the priests of Macao, are very far beneath criticism in their attempt at throwing mud on those who hold different opinions to theirs, and who view the affairs of Macao from a more impartial standpoint than the permanent residents of that colony are apt to take. It being the mission of the press to be omnipresent, and, if possible, omnipotent, all public events, irrespective of time and place fall within its province. Principles are no respecters of persons. The free press tolerates no other restriction, or limit to its action but those of honesty, law, and common-sense. The Macao *papas* who run the *Voz do Oriente* are very like their Manila confreres who snort under the lash of criticism, and call heaven's fire down on those who venture to write about them and their doings. This has invariably been the custom with the clerical fraternity all the world over and it would be a matter for surprise if the handful of Portuguese *seculares* who ply the priestly trade in the neighbouring Pope-ridden colony of Macao, should remain silent after hearing their tactics exposed and their manifold plous tricks freely criticised by the public press. Personalities being their only armour, coarse vituperation their chief weapon of attack, we can well afford to let them heap on us a world of ignominy, as rank and fool as themselves, while we placidly and determinedly pursue a career of free criticism and independent thought.

A GRASS-CUTTER was caught at Wong-nel-chong yesterday just after he had set fire to a fir-tree. He was remanded to-day.

AN official notice comes from the office of the Secretary for Scotland that the Queen has been pleased, by Warrant under Her Majesty's Royal Sign Manual, to direct Letters Patent to be passed under the Seal appointed by the Treaty of Union to be kept and made use of in place of the Great Seal of Scotland, ordaining that the Burgh of Dundee shall be a City, and shall be called and styled "The City of Dundee."

THE Editor has been here before.

Miss Bluestocking (aged thirty-nine)—I have sent you a dozen or so poems within the past year, and you have returned every one of them. I called to see what it was the matter with them.

Editor (kindly)—My dear lady, the great French critic, Renan, says it is impossible for any one to write well before the age of forty.

Miss Bluestocking—Oh, I see. I will send you some new ones in about twenty years.

RECENT news from Java state that fresh military operations are intended in Achene. Negotiations with the titular Sultan of Achene for a peace, based on his recognition provided he agreed to become a vassal of the Netherlands Indian Government, have failed. Preparations are consequently going on to despatch shortly a strong body of troops to Achene with a view to more vigorously taking the offensive against the enemy. Barracks are being run up there for the accommodation of the expected reinforcements.

We note that the Hongkong, Canton, and Macao Steamboat Company's steamer *Kiungchow* proceeds on an extra trip to Macao to-morrow, leaving this at 6 p.m. and the Holy City on Sunday at 9 p.m. Intending excursionists and sight-seers who desire to feast their eyes on the religious procession which is to parade the streets of the neighbouring colony on Sunday, can do no better than avail themselves of the facilities afforded by the *Kiungchow*. The fare to Macao and back is \$2, and it is expressly mentioned in the "express" circulated to-day that there will be "No first-class." This is undoubtedly meant as an extra inducement.

HONGKONG HOTEL COMPANY.

The annual meeting of the shareholders of this Company was held this afternoon. Mr. D. McCulloch presided, and the Hon. P. Ryrie, Messrs. A. dos Remedios, A. G. Stokes, F. Dodwell, J. Henderson, C. A. O'Neil, J. C. da Rosa, J. S. Benjamin, S. J. Danby, Chan Lun, and Mr. Lyall (Secretary) were present.

The Chairman said:—"With your permission I will take the report and accounts as read. I have but little to add to what is in the Report. The poor results of the past 6 months is, as stated, due to the accident to the Hotel. Premises last April, which has cured, I regret to say, a very heavy loss, but one that can only be estimated. However, I am pleased to be able to state that all loss and inconvenience from that accident is now past. When the new wing is in full working order, your Directors have every reason to expect a very considerable gain on the Hotel working account. The business of the Company is steadily improving, and likely to do so year by year. The Praya Extension Scheme now being settled the Company, with other Marine Lot Holders, reap a material benefit. I propose the adoption of the report and statement of accounts."

Mr. Benjamin seconded. Adopted.

Mr. Ryrie proposed the re-election of Messrs. F. Dodwell and E. Jones as directors.

Mr. Stokes seconded. Agreed.

Mr. Benjamin proposed the re-election of Messrs. Cox and Henderson as auditors.

Mr. Danby seconded. Agreed.

The Chairman having announced that the dividend warrants would be posted on Monday the proceedings terminated.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

"LIMITED LIABILITY."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Being a constant reader of your valuable paper, I was struck by your remarks in yesterday's issue regarding the facility with which limited liability companies, like mushrooms, grow out of the damp soil of this colony and enjoy an ephemeral existence.

The freshest movement in this direction, comes, I hear, from a wonderful source. It is stated that a Hongkong Life Insurance Company will soon appear in our midst; that Chinese subscribers have been got by the dozen, and the immense capital of forty thousand dollars has already been secured. What I allude to is a simply rumour; but it is a sufficient indication of how some commercial undertakings are carried out in this bustling colony.

Thanking you in anticipation for the publication of these lines,

I am,

Yours faithfully,

OBSERVER.

Hongkong, 8th March, 1889.

A VISIT TO THE COAL FIELDS OF HONGAY AND HA-TOU, IN TONQUIN.

We extract from the *Courrier d'Haiphong* the following interesting particulars of a visit paid on the 6th ult. to the above mines by M. Richard, the Governor-General of French Indo-China, accompanied by M. Lion, Chief Engineer, M. Chavassieux and M. Outrey, Director and Sub-director respectively of the Government Political Bureau, Commandant Lauze, Director of the Military Bureau, Lieut. Sac, Aide-de-camp to the Governor, and M. de Cuers de Gogolin, Editor of the *Courrier d'Haiphong*.

The steam-launch *Thuyen-gan* arrived at Hongay on the 6th February at 9.30 a.m. where it found quite a flotilla of launches displaying a great deal of bunting. The Governor-General, led by M. Bavier-Chauffour, Engineer of the "Société Française des Charbonnages de Tonquin," proceeded without delay up the Bay, followed by the other launches. The tide was low, and a route one kilometre long had to be traversed over the mud before the first mine could be reached. The whole party entered into small sampans, which the coolies pushed over the hard mud, like so many sledges. A pier with Decauville rails laid on, and then a yawning cavern—that was the Matilda Mine. A straight gallery exposes five broad layers of coal of an inclination of 45 degrees. On the right a gallery 70 metres long, attacks the vein in its very heart. Through this gallery a railway will shortly be laid so as to communicate with the Marianna Mine, located at 600 metres further on. The layers of this part of the mine are vertical, very broad, and separated by a band of clay which shines under a stray ray of light. In the two mines 156 Chinese labourers are engaged in working the galleries, in making embankments outside, and in laying on rails. The work of exploitation will be carried on as soon as the railway is completed.

The Governor-General had a ton of coal extracted from the Matilda Mine and shipped on board the *Thuyen-gan*. At 2 p.m. the party left Ha-tou on board the *Fanny*, followed by the other launches with military escort on board. The tide was again so low that the Governor-General and M. Richard had to land and proceed in chairs, the others wading through the mud. At 5 p.m. they reached the Ha-tou Mine after having crossed magnificent forests and ascended a steep incline. Five hundred and fifty coolies were working at that Mine. A passage 100 metres broad is cut through the hillside, and at the end of it, another yawning cavern is the entrance to the Mine. A layer of coal four metres thick is then reached, the coal blackening the hand that touches it. This appears to be the best coal so far discovered in the Concession. Opposite the Mine are ranged the workmen's huts; and further on, the bungalow where the overseers reside, surrounded by a garden.

For three quarters of an hour the Governor-General inspected the works, the galleries, the inclined plane made for the trucks, the lifts, and the railway works. A great deal has been done here. Enormous quantities of earth have been removed, and in a few weeks when the first section of the railway shall reach the sea, coal will be sent to the coast. The exploitation will attain its complete development in the course of three months, when the railway is expected to reach Ho-gay.

At nightfall they started on their return trip. The Governor-General then, in the presence of the Editor of the *Courrier d'Haiphong*, expressed to himself M. Bavier-Chauffour in the following strain:—"I never believed in the attacks which have been levelled at your undertaking; but I must confess, I never expected to see such important works as these. I am very much pleased." Then addressing the Editor of the *Courrier d'Haiphong* he said:—"I must request you to contradict the malicious rumours which have been in circulation. I am very much pleased with what I have seen and what has been done. Please report in the *Courrier* that I have congratulated M. Bavier-Chauffour on his enterprise, and in the presence of M. Lion, the Consulting Engineer of the Protectorate, whose advice I have adopted, and of M. Benoit, Administrator of the Province."

THE PROTECTION OF CATHOLIC MISSIONARIES IN CHINA.

According to a telegram received by the Paris *Times* from Rome, dated the 29th of November last, the Apostolic Delegate to China, whoever he may be, will be charged with a mission from the Holy See to the Emperor of China, dealing with the position of Catholic Missionaries in the Empire, and the subject of diplomatic relations between China and the Vatican.

On the other side, the London *Daily News*, to hand by the same mail, states that the Holy See had not yet taken any action relative to the Convention between Italy and China for the protection of the Italian Missionaries and the ratification of their passports. The Vatican, the correspondent of the *Daily News* says, intends to wait for the steps which may be taken by France, who is most directly interested in this convention, with a view to forwarding her interests in China. Should France do nothing, the Holy See will consider itself bereft of power in its negotiations with France, and will open negotiations for sending an Apostolic Delegate to China, who would undertake the protection by diplomatic means of the Italian Catholics.

Under these circumstances, and with a view to the negotiations, perhaps going on at the present moment, between the parties interested in the question, but certainly to be opened before long, it may be worth our while and that of our readers to look a little closer into the claim of the French Government to the exclusive protection of Catholic Missionaries in China.

No arrangement exists between France and China as to giving the former power and right of protection over Missionaries belonging to any other nationality than her own, and even if such an arrangement did exist, it would be utterly valueless, as no two powers have the right, by an arrangement arrived at between them, to meddle with the sovereign rights every independent power holds over its own subjects or citizens. The exercise of protection over a nation's own subjects is a right of sovereignty belonging to every power, and which cannot be lessened or done away with by understandings between third parties.

The French Government, as well as that of China, will do well to keep in mind this inalienable rule of international law. The treaties and conventions concluded between France and China contain nothing that would give even a shadow of right to the French pretensions of exclusive protection over all Catholic Missionaries in the Empire.

Article XVIII of the French Treaty of 1858 states:—"Efficacious protection will be granted to Missionaries travelling into the interior of the country furnished with the regular passports mentioned in Article VIII, and, according to this article, *Frenchmen* desirous to proceed to towns in the interior, or to ports to which foreign ships are not admitted, can do so safely under condition that they hold passports written in French and Chinese, and legally issued (*legalement délivrés*) by French Consular and diplomatic agents in China, and visé by the Chinese authorities."

The French agents in China will deliver passports to their countrymen (*à leurs nationaux*); only for those places not held by the rebels at the time the passport is asked for.

There can be no doubt that these Treaty stipulations admit only of the issue of passports by the French authorities to Frenchmen, and the French authorities themselves are well aware of this fact that even in their passports issued to Missionaries belonging to other than the French nationality, they designate the holders thereof illegally, as belonging to their own—the French—nationality.

"I, Minister of the French Republic, issue this passport to the Catholic Missionary, . . . belonging to my own country, in pursuance of the treaties concluded between France and China at Tientsin and Peking in 1858 and 1860, and the Articles VIII and VI thereof. As it is well known to me that M. . . . is a renowned scholar of my country, I have caused the translation of the Chinese text of the passport issued by the French Legation to Catholic Missionaries, and the French text of it is still more explicit, as it refers but to Article VIII of the French Treaty of 1858, which, as has been shown in the foregoing, mentions only passports issued by the French authorities to Frenchmen."

If thus Articles VIII and XIII of the French Treaty of 1858 are not only silent on the exclusive right of protection over Catholic Missionaries, but on the contrary are adverse to any such claim, Article VI of the Treaty of 1860 is still more unfavourable to the demand put forward by France.

China, the other permitting French Missionaries to rent and purchase land in all the provinces of the Empire, and to erect buildings thereon at their pleasure.

The difference between the French and the Chinese text of this Article, of the cause of which a not very satisfactory story is told, gave rise to further negotiations, the Chinese Government objecting with good reason to be bound by the Chinese text, as surreptitiously obtained. It was only in 1865 that these negotiations came to a result, the so-called Berlin Convention, after the French Minister who concluded it, and in the note addressed by the Tsungli Yamen to the French Legation, on the 20th February of that year, it was stated that if in future French Missionaries were to go into the interior in order to buy ground and buildings, the documents of transfer would have to be made out in the name of the church community, and that neither the Missionary, nor any single convert should be mentioned in them.

It will easily be seen also that this arrangement, if it grants special advantages to French Missionaries, gives no valid reason, not even a pretext, to France to claim the right of protection over other than French Missionaries.

Besides, a comparison between the articles in the different treaties referring to the protection to be granted to the Christian religion, native converts and Missionaries, can leave no doubt that nothing has been further from the mind of the contracting powers than the idea to abandon the right of protecting Missionaries, Catholic and Protestant, belonging to their own nationalities; and the treaties would even seem to give better reasons to their signatories to claim the right of universal protection over Missionaries than could be deduced from the French treaties. Such are the British Treaty of 1856, Article VIII, the German of 1861, Article X, and the Spanish of 1861, Article VI, in which no mention is made of the nationality of the Missionaries to be protected or of passports to be delivered only to Missionaries belonging to the nationality of the signatory. In the British Treaty, Catholic Missionaries are expressly mentioned in the English text, and in the German Treaty both the Catholic and the Protestant religions are mentioned in the Chinese text.

On the other hand by the American Treaty of 1858, Article XXIX, the Russian of 1858, Article IV, and the Italian, Article VIII, it is expressly provided for that the Chinese Government shall give protection to American, Russian, Danish, Dutch, and Italian Missionaries, and in the American Treaty above quoted Catholic Missionaries are mentioned in the English text.

In the face of these Treaty stipulations, and in the absence of special arrangements concluded between France and the other treaty powers, transferring the right of protection from the latter to the former, it would have been difficult for the French Government to claim a right what has been the aim of all governments in France, whether Royal, Imperial, or Republican, to establish in China, *à la*, the universal and exclusive right of protecting the Catholic religion and the Catholic Missionaries in that country. Also, the means employed have been more subtle; the Missionaries, the Propaganda, the Pope himself, have been told that passports delivered by the French Legation gave rights, advantages, and privileges to Catholic Missionaries in China, which no passport given by any other legation could confer, and which no other power could hope to obtain from the Chinese Government.

It will be interesting to refer to an article published in the *Revue des Deux Mondes* of 15th December, 1886, under the title of "Les Missions Catholiques en Chine" in order to understand by what means public opinion, especially among the Missionaries themselves, has been worked upon to obtain the desired end of France, *à la*, a belief in the existence and the necessity of the so-called French protectorate. The anonymous author of the above quoted article states his case as follows:—

"The stipulations of the Franco-Chinese treaties of 1858 and 1860 are identical with regard to Christians, wider and more explicit than those of all the other treaties concluded by China with any other foreign powers. These latter treaties mention Christians, and contain some stipulations in their favour, but it is sufficient to look at them in order to see that the comparison is entirely to the advantage of our (French) rights. It is true that all these treaties contain the most favoured nation clause, but it is not probable that this clause, considered always as a purely commercial one, could be applied to religious questions. Besides, even if this clause could permit any foreign nation to invoke the stipulations contained in the Franco-Chinese conventions, it would certainly not allow them to claim the advantages conceded by particular arrangements, arrived at between the French Legation and the Tsungli Yamen. But it is just from these arrangements that important advantages accrue, to those most interested. Such are the facility of acquiring land and houses to establish new missions, and the facility of obtaining special passports, such in fact as it would be useless to try to obtain through any other legations. The Shanghai papers have reported lately that Catholic Missionaries of German nationality have tried in vain to obtain from the German Legation in Peking identical with those delivered by the French Minister. We believe that this has not been the first time that a similar misadventure has happened to missionaries tainted by Gallophobia. The Holy See knows well these advantages and it is for this reason that he has always encouraged the missionaries to appeal to France. He has even sometimes issued such orders to those who, moved by petty considerations of national jealousy, have tried to avoid our intervention. It is in such manner that by itself a state of things was established that seemed to reconcile all interests. France and the Vatican without ever having concluded a formal treaty acted together, and lent each other mutual assistance. The foreign powers might have forbidden their nationals from placing themselves under our (French) protection, but they had no interest, in doing so, every one of them having too small a number of missionaries to constitute the political advantage that they might have drawn from their protection and to compensate them for the difficulties that would have arisen from the Chinese Government from a protection and with the missionaries themselves who would have found themselves placed in a situation of inferiority with regard to their brethren."

The statement contained in this article, that similar advantages to those granted to missionaries by France, passports could be neither claimed nor obtained away with by the action of the German and Italian Governments, and that of Imperial China, Missionaries of all nationalities can now obtain the same advantages as their French brethren, without having to pass through the humiliating ceremony of asking for them through the intervention of another legation than their own, is a statement which is placed in a situation of inferiority with regard to their brethren."

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Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—166 per cent. premium, ex. div., sellers.

Union Insurance Society of Canton—\$110 per share, sellers.

China Traders' Insurance Company—\$81 per share, sellers.

North China Insurance—Tls. 100 per share, buyers.

Canton Insurance Company, Limited—\$115 per share, sellers.

Yangtze Insurance Association—Tls. 100 per share, sellers.

Chinese Insurance Company—\$100 per share, sellers.

On Tai Insurance Company, Limited—Tls. 150, per share.

Hongkong Fire Insurance Company—\$370 per share, ex. div., sellers.

China Fire Insurance Company—\$85 per share, ex. div., buyers.

Hongkong and Whampoa Dock Company, 46 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$220 per share, sellers.

China and Manila Steam Ship Company—\$183 per share, sellers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$170 per share, nominal.

Indo-China Steam Navigation Company, Limited—\$120 per share, sellers.

Douglas Steamship Company—\$72 per share, buyers.

China Sugar Refining Company, Limited—\$109 per share, ex. div., sellers.

Luzon Sugar Refining Company, Limited—\$96 per share, sellers.

Hongkong Ice Company—\$52 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share.

Hongkong Dairy Farm Co., Limited—\$121 per share, sellers.

A. S. Watson & Co., Limited—100 per cent. premium, sellers.

Chinese Imperial Loan of 1884 B—21 per cent. premium, buyers.

Chinese Imperial Loan of 1886 C—5 per cent. premium, buyers.

Hongkong Road Manufacturing Company, Limited—\$120 per share, sellers.

Perak Tin Mining and Smelting Company—\$5 per share, nominal.

Punjom and Sunghie Dua Samantan Mining Co.—\$50 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—100 per cent. premium, sellers.

Tongkin Coal Mining Co.—350 per cent. premium, buyers.

The Hongkong High-Level Tramway Co., Limited—210 per cent. premium, sellers.

The East Borneo Planting Co., Limited—\$50 per share, sellers.

The Seng Kee Planting Co., Ltd.—\$42 per share, sellers.

Cruickshank & Co., Ltd.—\$45 per share, sellers.

The Steam Launch Co., Limited—100 per cent. premium, nominal.

The Austin Arms Hotel and Building Co., Ltd.—20 per cent. div., buyers.

The China-Borneo Co., Ltd.—\$65 per share, buyers.

The Green Island Cement Co.—\$55 per share, buyers.

The Hongkong Land Investment Co., Ltd.—\$150 per share, sellers and buyers.

EXCHANGE.

ON LONDON.—Bank, T. T. 111 1/2

Bank Bills, on demand 3/0

Bank Bills, at 30 days' sight 3/0 1/2

Bank Bills, at 4 months' sight 3/0 1/2

Credits at 4 months' sight 3/0 1/2

Documentary Bills, at 4 months' sight 3/0 1/2

ON PARIS.—Bank Bills, on demand 3/70

Credits at 4 months' sight 3/88

On India, T. T. 218

On Demand 220

ON SHANGHAI.—Bank, T. T. 71 1/2

Private, 30 days' sight 72 1/2

EXPORT CARGO.

Per Parthia, str., for Kobe—200 bags Sugar, 427 bales Yarn, and 100 packages Sundries.

For Yokohama—3,519 bags Sugar, and 110 bales Yarn, and 32 packages Sundries.

For Vancouver—600 bags Rice, and 186 packages Merchandise.

For Victoria—1,184 bags Rice, and 2,307 packages Merchandise.

For Portland—12,108 bags Rice, 3 boxes Silk, and 1,125 packages Merchandise.

For Port Townsend—2,000 bags Rice, and 157 packages Merchandise.

For Seattle—2,400 bags Rice, and 353 packages Merchandise.

For New York—44 packages Merchandise.

OPIMUM MARKET—THIS DAY.

NEW MALWA, per picul.....\$530

(Allowance, Tads 68).

OLD MALWA, per picul.....\$550 to \$580

(Allowance, Tads 68).

NEW PATNA, (without choice) per chest.....\$567 1/2

NEW PATNA, (first choice) per chest.....\$570

NEW PATNA, (bottom) per chest.....\$573 1/2

NEW PATNA, (second choice) per chest.....\$575

NEW BENARAS, (without choice) per chest.....\$545

NEW BENARAS, (bottom) per chest.....\$555

NEW PERSIAN (best quality) per picul.....\$550

OLD PERSIAN (best quality) per picul.....\$550

OLD PERSIAN (second quality) per picul.....\$475

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co's Register.)

To-day.

Barometer—3 p.m.	Thermometer—3 p.m.	Thermometer—6 p.m.	Thermometer—9 p.m.	Thermometer—12 p.m.	Thermometer—1 p.m.	Thermometer—2 p.m.	Thermometer—3 p.m.	Thermometer—4 p.m.	Thermometer—5 p.m.	Thermometer—6 p.m.	Thermometer—7 p.m.	Thermometer—8 p.m.	Thermometer—9 p.m.	Thermometer—10 p.m.	Thermometer—11 p.m.	Thermometer—12 p.m.
30.11	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81

CHINA COAST METEOROLOGICAL REGISTER.

7th March, 1889.—At 4 p.m.

STATION	Barometer	Thermometer	Wind	Direction	Force	Clouds	State of Sky	Direction of Current	Force of Current	Direction of Drift	Force of Drift
Wanchow	30.11	81	S	1	0	0	0	0	0	0	0
Tylo	30.11	81	S	1	0	0	0	0	0	0	0
Nagasaki	30.11	81	S	1	0	0	0	0	0	0	0
Shanghai	30.11	81	S	1	0	0	0	0	0	0	0
Hankow	30.11	81	S	1	0	0	0	0	0	0	0
Hongkong	30.11	81	S	1	0	0	0	0	0	0	0
Amoy	30.11	81	S	1	0	0	0	0	0	0	0
Swatow	30.11	81	S	1	0	0	0	0	0	0	0
Shanghai	30.11	81	S	1	0	0	0	0	0	0	0
Hankow	30.11	81	S	1	0	0	0	0	0	0	0
Hongkong	30.11	81	S	1	0	0	0	0	0	0	0
Amoy	30.11	81	S	1	0	0	0	0	0	0	0
Swatow	30.11	81	S	1	0	0	0	0	0	0	0

8th March, 1889.—At 10 a.m.

STATION	Barometer	Thermometer	Wind	Direction	Force	Clouds	State of Sky	Direction of Current	Force of Current	Direction of Drift	Force of Drift
Wanchow	30.11	81	S	1	0	0	0	0	0	0	0
Tylo	30.11	81	S	1	0	0	0	0	0	0	0
Nagasaki	30.11	81	S	1	0	0	0	0	0	0	0
Shanghai	30.11	81	S	1	0	0	0	0	0	0	0
Hankow	30.11	81	S	1	0	0	0	0	0	0	0
Hongkong	30.11	81	S	1	0	0	0	0	0	0	0
Amoy	30.11	81	S	1	0	0	0	0	0	0	0
Swatow	30.11	81	S	1	0	0	0	0	0	0	0
Shanghai	30.11	81	S	1	0	0	0	0	0	0	0
Hankow	30.11	81	S	1	0	0	0	0	0	0	0
Hongkong	30.11	81	S	1	0	0	0	0	0	0	0
Amoy	30.11	81	S	1	0	0	0	0	0	0	0
Swatow	30.11	81	S	1	0	0	0	0	0	0	0

The barometer is falling and gradients are on the whole slight. Cloudy, warm and damp weather prevails.

1.—Barometer reduced to level of the sea in inches, tenths and hundredths.

2.—Temperature in the shade in degrees Fahrenheit.

3.—Humidity in percentage of saturation.

4.—Direction of the wind in degrees from North.

5.—Force of the wind according to Beaufort's scale.

6.—State of the weather, 8 Blue sky, 7 Partly cloudy, 8 Drizzling rain, 9 Fog, 10 Gloomy, 11 Rain, 12 Thunder, 13 Overcast, 14 Passing showers, 15 Squally, 16 Rain, 17 Snow, 18 Thunder, 19 Visibility, 20 Dew wet, 21 Rain, 22 Snow, 23 Wind and rain, 24 Wind and snow, 25 Wind and hail, 26 Wind and sleet, 27 Wind and rain, 28 Wind and snow, 29 Wind and hail, 30 Wind and sleet.

Hongkong Observatory, 8th March, 1889.

MAILS EXPECTED.

THE FRENCH MAIL.—The Messageries Maritimes Co's steamer *Arctique*, with the next French mail, left Singapore on the 7th instant, at 5.30 p.m. for Saigon and this port, and may be expected here on the 14th.

THE AMERICAN MAIL.—The O. & O. S. Co's steamer *Oceanic*, with mails, &c., from San Francisco to the 13th ultimo, left Yokohama on the 7th instant, at daylight, and may be expected here on the 13th.

THE AUSTRALIAN MAIL.—The E. & A. S. Co's steamer *Guthrie*, from Sydney, &c., left Port Darwin for this port on the 27th ultimo, and is due here on the 8th instant.

THE INDIAN MAIL.—The Indo-China S. N. Co's steamer *Tatung*, from Calcutta, left Singapore on the 6th instant, and may be expected to arrive here on or about the 12th.

THE CANADIAN MAIL.—The Canadian Pacific S. S. Co's steamer *Abyssinia*, with the Canadian mail, from Vancouver, &c., left Yokohama on the 7th instant for Nagasaki, Shanghai and Hongkong.

STEAMERS EXPECTED.

The steamer *Moray*, from Liverpool, left Singapore on the 3rd instant for this port, and is due here on the 9th.

The P. & O. S. N. Co's steamer *Ducan*, from Bombay, left Singapore at 7 a.m. on the 5th instant, and is expected here on the 11th.

The Ben Line steamer *Barnaby* left Singapore on the 7th instant, and is expected here on the 14th.

The Ocean Steamship Co's steamer *Titan* from Liverpool, left Singapore on the 8th instant, and is expected here on the 15th.

The Ocean Steamship Co's steamer *Hector* from Liverpool, left Singapore on the 8th instant, and is due here on the 15th.

ARRIVALS.

CANTON, British steamer, 1,110, Bremner, 7th March.—Whampoa 7th March, General.—Jardine, Matheson & Co.

ANTON, German steamer, 396, E. Aereboe, 7th March.—Pakhoi, and Hoihow 6th March, General.—Wiel & Co.

CENTAU, German bark, 469, Christiansen, 7th March.—Singapore 17th January, Timber.—Wiel & Co.

YANGTZE, German str., 814, C. Tonningens, 8th March.—Whampoa 8th March, General.—Siemssen & Co.

CLARA, German steamer, 674, Christiansen, 8th March.—Haiphong 5th March, Rice.—Siemssen & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Canton, British steamer, for Swatow, &c.

Anton, German steamer, for Hoihow.

Antenor, British steamer, for Singapore, &c.

Soochow, British steamer, for Hoihow, &c.

Bormida, Italian steamer, for Singapore, &c.

DEPARTURES.

March 7, Amoy, British steamer, for Shanghai.

March 7, Rambler, British surveying-vessel, for Shanghai.

March 8, Hailong, British steamer, for Swatow, &c.

March 8, Actio, Danish steamer, for Hoihow.

March 8, Moyuna, British str., for Whampoa.

March 8, Antenor, British steamer, for Singapore, &c.

March 8, Hector, British str., for Nagasaki, &c.

March 8, Bormida, Italian steamer, for Singapore, &c.

March 8, Canton, British str., for Swatow, &c.

PASSENGERS—ARRIVED.

Per Clara, str., from Haiphong.—Marquis de Mores, and 17 Chinese.

DEPARTED.

Per Amoy, str., for Shanghai.—11 Chinese.

Per Actio, str., for Hoihow.—80 Chinese.

Per Hailong, str., for Swatow.—Mr. F. Bismann, Per Amoy.—Dr. and Mrs. Ringel, Messrs. Forrest and James Green. For Coast Ports.—300 Chinese.

Per Antenor, str., for Singapore, &c.—842 Chinese.

Per Bormida, str., for Singapore, &c.—263 Chinese.

Per Canton, str., for Swatow, &c.—Mrs. Chan and servant, Messrs. H. Hutchings, J. Kew Bell, J. A. McGilivray, and 200 Chinese.

Per Anton, str., for Hoihow.—50 Chinese.

Per Soochow, str., for Hoihow.—50 Chinese.

TO DEPART.

Per Anton, str., for Hoihow.—50 Chinese.

Per Soochow, str., for Hoihow.—50 Chinese.

Post Office.

A MAIL WILL CLOSE

For Yokohama and Kobe.—Per *Frigga*, to-morrow, the 9th instant, at 2.30 p.m.

For Shanghai.—Per *Yangtze* to-morrow, the 9th instant, at 3.30 p.m.

For Amoy and Manila.—Per *Zafro*, to-morrow, the 9th instant, at 3.30 p.m.

For Sandakan and Kudat.—Per *Elis*, to-morrow, the 9th instant, at 4.30 p.m.

For Singapore.—Per *Phigelia*, on Sunday, the 10th instant, at 9.00 a.m.

For Saigon.—Per *China*, on Sunday, the 10th instant, at 9.00 a.m.

For Straits, Colombo, and Bombay.—Per *Arratoon* Apur, on Monday, the 11th instant, at 11.30 a.m.

For Straits, Colombo, and Bombay.—Per *Amphitrite*, on Monday, the 11th instant, at 11.30 a.m.

For Swatow, Amoy, & Foochow.—Per *Namoa*, on Monday, the 11th instant, at 5.00 p.m.

For Europe, &c., India via Bombay.—Per *Pekin*, on Wednesday, the 13th instant, at 11.00 a.m.

For Yokohama and San Francisco.—Per *City of Sydney*, on Wednesday, the 13th instant, at 5.30 p.m.

For Nagasaki, Kobe, and Yokohama.—Per *Ancon*, on Friday, the 15th instant, at 11.30 a.m.

SHIPPING IN HONGKONG.

STEAMERS.

AMPHITRITE, Austro-Hungarian steamer, 2,486, L. Lemesch, 6th March.—Trieste 20th Dec., and Singapore 28th Feb., General.—Austro-Hungarian Lloyd's S. N. Co.

APENRADE, German steamer, 1,473, Hohlmann, 21st Jan.—Nagasaki 17th Jan., Coal.—Wiel & Co.

ARRATON APUR, British steamer, J. G. Olifant, 7th March.—Calcutta 17th Feb., Penang 24th, and Singapore 27th, General.—D. Sassoon, Sons & Co.

BALCARRES BROOK, British steamer, 1,306, W. Burgess, 6th March.—Singapore 26th Feb., General.—Russell & Co.

CHANGSHA, British steamer, 1,500, Williams, 6th March.—Whampoa 6th March, General.—Butterfield & Swire.

CHINA, German steamer, 648, J. Möller, 26th Feb.—Hoihow 25th Feb., General.—Melchers & Co.

CHINA, German steamer, 1,093, P. Hays, 4th March.—Saigon 27th Feb., General.—Woo Kee.

CITY OF SYDNEY, American steamer, 3,016, D. E. Friele, 6th March.—San Francisco 4th Feb., and Yokohama 28th, Mails and General.—P. & O. S. N. Co.

ELSA, German steamer, 747, M. Jensen, 6th March.—Singapore 26th February, General.—Melchers & Co.

FAME, British steamer, 1,171, A. Stopani.—Hongkong and Whampoa 6th March, General.—Fokien, British steamer, 109, J. Lewis, 10th Feb.—Tamsui 7th Feb., Amoy 8th, and Swatow 9th, General.—D. Laprak & Co.

FRIGGA, German steamer, 1,400, F. Nagel, 6th March.—Hamburg 19th January, and Singapore 28th February, General.—Siemssen & Co.

MIKE MARU, Japanese steamer, 2,380, Sommers, 5th March.—Kobe 10th Jan., and Shanghai 10th Jan., General.—Mitsui Bussan Kaisha.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

SOOCHOW, British steamer, 327, Rowin, 6th March.—Pakhoi, and Hoihow 5th March, General.—Chinese.

TRITON, German steamer, 1,422, A. Bleicken, 3rd March.—Hone Kote Bay 28th Feb., Salt.—Ed. Schellhass & Co.

ZAFIRO, British steamer, 675, McCaslin, 7th March.—Manila 5th March, General.—Russell & Co.

SAILING VESSELS.

ADAM W. SPIES, American bark, 1,171, A. D. Field, 2nd Jan.—Newcastle, N.S.W., 3rd Dec., Coals.—Russell & Co.

ARON, Norwegian bark, 634, A. Christensen, 3rd March.—Rajang, Borneo 3rd Feb., Timber.—Chinese.

COLOMA, American bark, 82, C. M. Wages, 24th Dec.—Portland (Oregon) 2nd Nov., Lumber and Spars.—Captain.

EME, British bark, 778, W. Summers, 3rd Jan.—London 2nd October, General.—Melchers & Co.

EMPIRE, American ship, 1,075, T. L. Snow, 21st Feb.—New York 5th June, Kerosene Oil.—Russell & Co.

ERIKORNI, Chinese bark, 477, Optum Examination hulk, Stoncutters Island.—Chinese Customs.

HECTANOOGA, British ship, 1,044, H. F. Cann, 1st March.—Cardiff 19th October, Coal.—P. & O. S. N. Co.

MERCURY, British schooner, 361, David Thomas, 4th Feb.—Freemantle 22nd Dec., Sandalwood.—Jardine, Matheson & Co.

PACTOLUS, American ship, Burnham, 28th Feb.—Shanghai 19th February, General.—Pustau & Co.

STATE OF MAINE, American ship, 1,467, Nickels, 1st Feb.—Shanghai 27th Jan., General.—Pustau & Co.

Intimations.

GREEN ISLAND COMPANY, LIMITED.

NOTICE.

HOLDERS OF SHARES in this Company which are not fully paid are requested to pay up the balance, \$10 per Share, to C. EWENS before the 15th instant.

On or before the 15th instant all Holders of Shares in this Company can by application to C. EWENS together with a payment of \$5 per Share receive an allotment of one new Share in the GREEN ISLAND CEMENT COMPANY, LIMITED in respect of every two old Shares which they hold in the GREEN ISLAND COMPANY, LIMITED.

C. EWENS, General Manager.

Hongkong, 5th March, 1889. [294]

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED, will be held at the Registered Office of the Company No. 9, Queen's Road Central, Hongkong, on MONDAY, the 18th day of March, 1889, at 10 O'CLOCK IN THE AFTERNOON, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 25th of February instant, will be submitted for Confirmation as a Special Resolution.

That the Capital of the Company be increased to the sum of \$600,000 legally current in the Colony of Hongkong by the creation of 30,000 New Shares of \$20 each. Subject to any direction to the contrary that may be given by the Meeting, sanctioning the increase of Capital, all New Shares shall be offered to the Members in proportion to existing Shares held by them, and such offer shall be made by notice specifying the number of Shares to which the Member is entitled and limiting a time within which the offer if not accepted will be deemed to be declined, and after the expiration of such time or on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the Shares offered, Directors in their discretion.

Dated the 25th day of February, 1889.

By Order of the Board,

A. O'D. GOURDIN, Secretary.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that if the above mentioned Resolution for the increase of the Capital of the Company be confirmed, the SHARE REGISTER of the Company will be CLOSED from the 1st day of March to the 15th day of April, both inclusive.

Dated the 25th day of February, 1889.

By Order of the Board,

A. O'D. GOURDIN, Secretary.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.

Guthrie Port Darwin March 8th Russell & Co.

Moray Liverpool March 10th Adamson, Bell & Co.

Deccan Bombay March 10th F. & O. S. N. Co.

Taisang Calcutta March 11th Jardine, Matheson & Co.

Oceanic San Francisco March 11th D. & O. S. S. Co.

Anad Franco Manille March 14th Messageries Maritimes.

Benary Singapore March 14th Gibb, Livingston & Co.

Titan Liverpool March 15th Butterfield & Swire.

Nestor Liverpool March 15th Butterfield & Swire.

Abyssinia Vancouver March 17th Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.

VESSELS.

AGENTS.

DATE OF LEAVING.

London, &c., via Suez Canal P. & O. S. N. Co. Mar. 13th, at noon.

London, via Suez Canal Jardine, Matheson & Co. About March 15th.

London, via Suez Canal Butterfield & Swire. March 21st.

London, via Suez Canal Butterfield & Swire. Mar. 10th